

British colony, to a state of, comparatively, the most abject poverty; and ever since, up to the present hour, "has kept it so;"—and this not only to our own serious injury, but not less so to that of the parent country,—although possibly

THE LATE MR. I. NATHAN: INQUIRY.—On Saturday, the City Coroner held an inquest at the Agricultural Arms, Pitt and Southern streets, concerning a deplorable accident which on last Friday afternoon occasioned the death of the late Mr. Isaac Nathan. The circumstances of the case, as depicted in evidence, were substantially the same as those narrated in the paragraph which was published in Saturday's Herald. The unfortunate gentleman went out of the car on the eastern side of Pitt-street. The vehicle was going to the Middle railway terminus, and was just departing from the

the steep incline. Eight witnesses viewed the race, and the inquest. The following is a summary of the testimony:—Dr. Charles Nahm deposed that the deceased was his father; he was twenty-five years of age, a native of Canterbury, England, and had lived twenty-three years in the colony; he testified the profession of music up to the time of his death; he was firm on his feet, capable of rising his age, and was not subject to any sickness or any ailment of the kind; Mr. Nathan deposed that he was at the race, and that he travelled by the tramway cars, and was a sober man; John Woods deposed that he was the driver of the tramway; the men employed on the cars were well behaved men, and had filled the situation they had been engaged in; the man (John Adair) who was standing in the front of the No. 1 car, and who was the first to pass out of the car, and received the money from the passengers, and stopped the car whilst they got out of it, and it was his duty to see that they got out before again starting. Sometimes the car was stopped and at others was moved slowly and depended on the person who was getting out; or out; the horses attached to the car were quiet animals; the driver of the car was a man named Murphy.

within three feet of starting. Charles Edward Morris, passenger, who sat in the front part of the car, with the deceased, having been sworn, stated, that the car was stopped at Goulburn-street; two ladies got out at the rear end of the car, and Mr. Nathan afterwards went out by the front; witness was sure the car was not in motion when deceased placed his left foot on the ground.

ground : thought it might have been moving when he set his right foot down ; he immediately fell, and the car caught him on the left side of the chest, he was forced against the connecting rod, and jammed under the car ; the car had not gone more than two yards before it was stopped, and after it had been pushed backwards witness pulled decreased from under . it was thought that he was dead ; he was re-

to the footpain and then taken to where he
lived, which was but a short distance away; descend
ed leisurely out of the car, his back being turned
towards the street: he fell on the dashboard, his head
towards the wheels, and he was crushed under
the force of iron which the springs work, and which was
out a foot from the rails: a gentleman was standing
in the front part of the car, which was in motion at the
time.

Nathan fell; his car stopped about a minute and a half at Goulburn-street, and witness did not see any other person got out by the front besides the deceased; witness did not hear the whistle sound for starting after the deceased got out; the tram car had plenty of time to catch the five o'clock train, and when in charge of it did not appear to be in a hurry to leave the station.

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Widess started from a signal given at the back. Witness had his break hard on at the time, and they had only gone a step when deceased fell. Witness did not give any signal, and the man at the back could not see forwards, as passengers were standing up in the car. The horses just started from the sound of the whistle, and if Mr. Nathan had let go his hold on the rail the occurrence would not have happened.

ceased let go with his right hand—his body was
raced down hill under the dash-board and steps.
There were six or seven passengers sitting in the
car, and they intercepted the view forward. William
Cory, (back brakeman) deposed that he also
wounded the whistle before starting the car. He
looked forward on Friday evening and saw no
obstacle; he then sounded the whistle and the car

on about a third and a half, the motion being scarcely perceptible. The people in the cars did not have an alarm, and witness tightened the brake, but otherwise the carriage would have gone down the street. Deceased was not on it when witness sounded the whistle. He might have had hold of it when standing on the ground. Witness could not see him in the car.

was stationed. Thomas Craig's evidences had reference only to the position in which the deceased body lay when he (witness) descended from the top of the car; deceased apparently lay under the highest part of the car, his legs being underneath it, and his arms turned outwards; he seemed to be lying on his back, his head toward the rails, his body being as it were a wedge

from the wheel; the car moved about a yard or so, starting, and was shoved backwards by the people. The car was then pushed forward and the driver, whose name was not given, was released. Harriet M. Laursen, 34, of 1010 E. 12th St., said she was standing behind her counter looking out of the door into the street; she saw the runaway car, but did not notice that anyone got out at the time.

back of it, though in glancing forwards she observed
Mr. Nathan getting out: when she saw Mr. Nathan
stepping out the car was slowly moving, but from the
manner in which he was getting out witness thought
she must fall, and she, becoming frightened, shut her
eyes, and turned away into another room.
When she saw deceased his feet were on the step, he
then she was towards her, and he had hold of the car

sil; he was then in the act of getting off; the post man saw him as when he was lying dead on the window shutter. Dr. George Walker deposed that he was called at about a quarter-past five o'clock on Friday afternoon to see the deceased, and he arrived at his residence simultaneously with Drs. O'Brien and Nathan; deceased was then dead; at Dr. Nathan's request, Dr. O'Brien and witness made an examination.

of the body; deceased's coat was much soiled with dust, and the left side of it and his trousers were much tattered from having been dragged over an uneven surface; the body exhibited no marks of abrasion or of constriction; on examining the chest great mobility of the ribs, together with respiration, was observable; the lungs, of a dark brown color, weighed six pounds; the

as severely injured, the ribs on the right side being broken into numerous comminuted fragments, which rose on the left half of the chest had been broken near their attachment to the spine. Witness was of opinion that the injuries were the result of a fall from a great height, and that a wheel had not passed over the chest of the deceased; the injuries were

the ribs, and compression of the chest, which
must have been instantaneous; the extremities
of the deceased were not injured; the body must
have been dragged or pushed forward; deceased had
apparently been on his back in the first instance, and
had then been turned on to his left side; witness
judged from the injuries done to deceased's clothes

at the carriage must have been in motion; he also on deceased a day or two before his death, when he appeared to be in perfect health. The coroner examined up, and the jury, after about half-an-hour's consideration, returned the following verdict:—"We consider the death of Mr. Isaac Nathan resulted from being crushed under a train car while it was in motion and just upon his alighting therefrom, and it

that it was the result of accident; but we think the communication between the front and back brakes is very imperfect, and that more caution should be used in future."

THE OAT CROP.—The opinion entertained and expressed relative to the probable yield of the oat crop this season has been fully borne out. Many farmers report the crop as being the best that has been raised

...years, and notwithstanding the season has been
...which is unfavorable for saving it, nevertheless the
...ample for exceeds that of the previous years, while
...the quantity is at the same time satisfactory.
...field to be sown upon the average is about thirty-
...bushels, but there are instances where fifty bushels
...are common. — *Moruya Messenger*. On Ma-

day last, information reached Braidwood, that the stores of Mr. Emmett, of the Gulf district, had been washed by armed bushrangers, and the gold purchased on the day of the robbery, which, we are informed, was something over 100 ounces, together with several hundred pounds in cash, was the booty that fell to the lot of these ruffians. — *Braidwood News*, January 14.

FREE SELECTION.—To show the steady progress of the district, we have established a free selection in the Queenbeyan district, just ended on the 1st inst. More than 2400 acres of land have been taken up, and the deposit of twenty-five per cent. (£500) been paid thereon.—*Gladstone Age*, January 16.

VOLUNTEER PARADE.—The Commanding Officer of the monthly rounds of the Sydney Battalion of Volunteer Infantry, Captain W. J. ...

took place on last Saturday afternoon. The weather was slightly fine, and the attendance might be considered slightly good, the numbers on parade being between 400 and 500. The men fell in at the Hyde Park Barracks at the usual hour, and marched into the Domain, where they were put through a variety of light infantry manoeuvres. At six o'clock they were marched back to barracks and dismissed.

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[illegible]

THIS DAY

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Mr. Martin
CAMPBELL-
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market. 1

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 with public auction
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 grade, and stairways
 which is a large
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 front; three large
 which are found
 dividing it into four
 and terraces,
 very lofty, and
 left for light goods.
 and of
 a brick cottage, as
 in the yards
 with porches
 stored for sale
 sheds, fit for storing
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 of section 6, towns
 mostly erected brick
 and stone
 On the GROUND
 front, back por-
 and store room.
 with the UPPER
 and good bedroom.
 LOT 3.-THE
 AUBURN
 All that allotment
 in Auburn street,
 14th section, 14th
 All known pre-

ON THE GROUND
with of which are 4
back parlour, a
servant's room
ON THE UPPER
4 bedrooms, a
bath, and a large
LOT 4.-TO
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town of Goulburn
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THE GROUND
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room.
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Section
AY, 18th January
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of about 75
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by Mr. Dor
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MESSRS. CHAS. MOORE and CO.
received instructions to sell by auction, at
Rooms, Pitt-street, on **TUESDAY, 19th**
50 trunks boots and shoes, manufactured by
Joseph and Sons.
Tunns, Bristol.

